

II. Recommendation

This chapter contains recommended improvements based on the ability of the existing transportation system to serve existing and anticipated travel desires as the area continues to grow. The plan represents a system of transportation elements including highways, public transportation and rail, bicycle, and pedestrian which will serve the anticipated traffic and land development needs for the planning area. The primary objective of this plan is to reduce traffic congestion and improve safety by eliminating both existing and projected deficiencies in the transportation system.

Highway Map

The recommended highway plan for the planning area is presented in **Sheet 2 of Figure 1**. This plan includes roadways within the planning area that fall into five categories: freeways, expressways, boulevards, other major thoroughfares, and minor thoroughfares. See **Appendix B** for a more detailed description of each category and **Appendix C** for an inventory of the highway recommendations.

The process of determining and evaluating recommendations for those roads in the comprehensive transportation plan involves many considerations including the goals and objectives of the public in the area, existing roadway properties, identified roadway deficiencies, environmental impacts and existing and anticipated land development. Consideration of these factors leads to the cooperative development of several recommended improvements. The problem statements for each recommendation are given below.

NC 200

- **Summary of Need**

NC 200 is a boulevard on the Comprehensive Transportation Plan. There is a need to improve NC 200 to provide access to the planning area and relieve growing congestion.

- **Summary of Purpose**

The primary purpose of this recommendation is to improve NC 200 to provide relief from future congestion, to provide a safer and more efficient roadway, and to provide an improved entrance into Locust and Stanfield from the south.

- **Roadway Conditions**

- **Existing Characteristics**

NC 200 runs south to north throughout the planning area. NC 200 serves north-south travel through this area. The speed limit varies from 35 mph to 55 mph. The roadway is a two-lane undivided cross-section.

Existing Conditions

2002 average daily traffic ranged from 2,000 vehicles per day (vpd) south of Stanfield to 6,200 vpd in Locust. The practical capacity of the existing roadway is approximately 11,100 vpd.

Projected Conditions

Growth in the area is expected to increase through the year 2030, resulting in increased travel within and through the area. By the year 2030, traffic along NC 200 is projected to range from 9,000 vpd to 13,800 vpd, which will exceed current capacity in some locations.

- **Safety Analysis**

The latest safety data was collected during the period from January 1, 1998 to December 1, 2001. During this period, there were 13 crashes on the section of NC 200 through the planning area.

- **System Linkages**

Existing Road Networks

With the widening of NC 24-27, there will be a greater demand for a southern entrance into the city of Locust and the town of Stanfield. The widening of NC 200 acts as a southern entrance into the city of Locust and the town of Stanfield, while it provides connectivity between Monroe and Concord and all of the roads in the area.

- **Social, Economic, and Environmental Conditions**

Demographics

Based on 2000 US Census data, the minority population along most of NC 200 is similar to the county average.

Economic Data

Future economic growth along this roadway will be predominately industrial and commercial developments, resulting in residential growth.

Environmental

Several wetlands found on the National Wetland Inventory will be impacted by the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on widening the existing facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, right-of-way (ROW) costs, and utility relocation costs. The cost estimate for this recommended facility is \$23,024,000.



Reed Mine Trail Extension

- **Summary of Need**

Reed Mine Trail is a minor thoroughfare on the Comprehensive Transportation Plan. There is a need to improve Reed Mine Trail to provide access to the planning area and relieve growing congestion on parallel roads. It is a proposed roadway on new location intended to connect NC 24-27 to Meadow Creek Church Road (SR 1200).

- **Summary of Purpose**

The primary purpose of this recommendation is to improve Reed Mine Trail to provide relief from future congestion and to provide a safer and more efficient roadway while connecting Meadow Creek Church Road to NC 24-27 and the proposed new location of Browns Hill Road (SR 1142).

- **Roadway Conditions**

Projected Conditions

Growth in the area is expected to increase through the year 2030, resulting in increased residential developments through the area. By the year 2030, traffic along the Reed Mine Trail Extension is projected to be 4,300 vpd.

- **Safety Analysis**

Crashes will be minimized at NC 24-27 with this extension by aligning this new facility with the proposed new location of Browns Hill Road (SR 1142).

- **System Linkages**

Existing Road Networks

The proposed facility will provide an alternate route around Locust for traffic on NC 24-27 and NC 200.

- **Social, Economic, and Environmental Conditions**

Demographics

Based on 2000 US Census data, the minority population is similar to the county average and in one area two times the county average.

Economic Data

Future economic growth in the area will result in residential growth. In addition, a golf course is currently being planned for construction along Reed Mine Trail.

Environmental

Several wetlands found on the National Wetland Inventory will be impacted by the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on widening the existing facility to NCDOT standards, widening the existing bridges, extending the road, mitigating for possible wetland impacts, ROW costs, and utility



relocation costs. The cost estimate for this recommended facility is \$3,220,000.

Browns Hill Road (SR 1142)

- **Summary of Need**

Browns Hill Road is a minor thoroughfare on the Comprehensive Transportation Plan. There is a need to improve Browns Hill Road to provide greater sight distance in the western direction, while improving safety for motorists.

- **Summary of Purpose**

The primary purpose of this recommendation is to improve Browns Hill Road to current roadway standards and to provide a safer and more efficient roadway for truck traffic.

- **Roadway Conditions**

Existing Characteristics

Browns Hill Road runs south to north throughout the planning area. It serves as an entrance to the industrial park and a route for residences. The speed limit varies from 35 mph to 55 mph. The roadway is a narrow, two-lane, undivided cross-section.

Existing Conditions

2002 average daily traffic is 700 vpd. The practical capacity of the existing roadway is approximately 12,000 vpd.

Projected Conditions

Growth in the area is expected to increase through the year 2030, resulting in increased travel within and through the area. By the year 2030, traffic along Browns Hill Road is projected to be 1,300 vpd.

- **Safety Analysis**

The latest safety data was collected during the period January 1, 1998 to December 1, 2001. During this period, there were no reported crashes. However, the sight distance should be improved to minimize any future crashes.

- **System Linkages**

Existing Road Networks

The proposed improvements will provide a needed north-south link to the existing roadway network for the area and improved sight distance in the western direction. The improvements would enable trucks to enter and exit the industrial park without traveling on other local roads. This road should link to the proposed Reed Mine Trail extension.

- **Social, Economic, and Environmental Conditions**

Demographics

Based on 2000 US Census data, the minority population is similar to the county average.



Economic Data

Future economic growth along this roadway will be predominately industrial development. These improvements will promote economic development in the industrial park.

Environmental

Based on an environmental screening in the planning area, there are no known impacts to wetlands, threatened and endangered species, historic sites, archeological sites or educational facilities. For more information on the environmental screening see chapter 4.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on widening the existing roadway facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, ROW costs, and utility relocation costs. The cost estimate for this recommended facility is \$4,099,000.

Scout Road Extension (SR 1201)

- **Summary of Need**

Scout Road is a minor thoroughfare on the Comprehensive Transportation Plan. There is a need to improve Scout Road to provide access to Meadow Creek Church Road (SR 1200) to the proposed Reed Mine Trail.

- **Summary of Purpose**

The primary purpose of this recommendation is to improve Scout Road to current roadway standards and to provide a connection from Meadow Creek Church Road (SR 1200) and to the proposed Reed Mine Trail extension, while providing a safer and more efficient roadway.

- **Roadway Conditions**

Projected Conditions

Growth in the area is expected to increase through the year 2030, resulting in increased housing developments through the area. There are several proposed businesses and residential developments that are focused on building in the Reed Mine Trail and Scout Road area.

- **Safety Analysis**

The latest safety data was collected during the period January 1, 1998 to December 1, 2001. During this period, there were no reported crashes.

- **System Linkages**

Existing Road Networks

The proposed facility would allow traffic to travel from Meadow Creek Church Road (SR 1200) to the proposed Reed Mine Trail extension.

- **Social, Economic, and Environmental Conditions**

Demographics

Based on 2000 US Census data, the minority population in most of Scout Road is about two times to three times the county average.



Economic Data

Future economic growth in the area will result in residential growth. In addition, a golf course is currently being planned for construction along Reed Mine Trail.

Environmental

Based on an environmental screening in the planning area, there are no known impacts to wetlands, threatened and endangered species, historic sites, archeological sites or educational facilities. For more information on the environmental screening see chapter 4.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on extending the roadway, widening the existing facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, ROW costs, and utility relocation costs. The cost estimate for this recommended facility is \$614,000.

Sunset Lake Road Extension (SR 1126)

- **Summary of Need**

Sunset Lake Road is a minor thoroughfare on the Comprehensive Transportation Plan. There is a need to improve Sunset Lake Road to provide access to the planning area and relieve growing congestion on other roadways.

- **Summary of Purpose**

The primary purpose of this recommendation is to provide an alternative route from Sunset Lake Road (SR 1126) to Harvell Road (SR 1125) eliminating the need to use NC 200 and to improve this road to current roadway standards.

- **Roadway Conditions**

Existing Conditions

2002 average daily traffic is 700 vpd. The practical capacity of the existing roadway is approximately 12,000 vpd.

Projected Conditions

Growth in the area is expected to increase through the year 2030, resulting in increased housing developments through the area. By the year 2030, traffic along Sunset Lake Road is projected to be 800 vpd.

- **Safety Analysis**

The latest safety data was collected during the period January 1, 1998 to December 1, 2001. During this period, there were no reported crashes.

- **System Linkages**

Existing Road Networks

The proposed facility would allow traffic to travel from NC 200 to Harvell Road (SR 1125).



- **Social, Economic, and Environmental Conditions**

- **Demographics**

- Based on 2000 US Census data, the minority population is similar to the county average.

- **Economic Data**

- Future economic growth in the area will result in residential growth.

- **Environmental**

- Several wetlands found on the National Wetland Inventory will be impacted by the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on extending the roadway, widening the existing facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, ROW, and utility relocation costs. The cost estimate for this recommended facility is \$1,926,000.

Oak Grove Road (SR 1115)

- **Summary of Need**

Oak Grove Road is a minor thoroughfare on the Comprehensive Transportation Plan. There is a need to improve Oak Grove Road to provide access to other roadways in the area.

- **Summary of Purpose**

The primary purpose of this recommendation is to improve Oak Grove Road to provide a connection from NC 200 to Love Mill Road (SR 1001) enabling traffic to utilize Oak Grove Road as an east-west bypass and to improve Oak Grove Road to current roadway standards.

- **Roadway Conditions**

- **Existing Characteristics**

- Oak Grove Road runs from east to west in the planning area with a speed limit of 55 mph. The roadway is a two-lane, undivided, cross-section.

- **Existing Conditions**

- 2002 average daily traffic is 700 vpd. The practical capacity of the existing roadway is approximately 12,500 vpd.

- **Projected Conditions**

- Growth in the area is expected to increase through the year 2030, resulting in increased housing developments through the area. By the year 2030, traffic along Oak Grove Road is projected to be 1,300 vpd.

- **Safety Analysis**

The latest safety data was collected during the period January 1, 1998 to December 1, 2001. During this period, there were no reported crashes.

- **System Linkages**

- **Existing Road Networks**

- With the extension of Oak Grove Road, there will be a greater demand to travel from NC 200 to Love Mill Road (SR 1001), which are two of the main roadways into Stanfield.

- **Social, Economic, and Environmental Conditions**

- **Demographics**

- Based on 2000 US Census data, the minority population is similar to the county average.

- **Economic Data**

- Future economic growth in the area will result in residential growth.

- **Environmental**

- Several wetlands found on the National Wetland Inventory will be impacted by the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on extending the roadway, widening the existing facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, ROW costs, and utility relocation costs. The cost estimate for this recommended facility is \$5,355,000.



Other Recommendations

Widening Projects

The following facilities are recommended to be widened to improve safety and capacity. Each of the sections of roadway listed currently have lane widths less than 12 feet, and are recommended to be widened to 12-foot lanes. Prior to any roadway improvements, the NCDOT Division of Bicycle and Pedestrian Transportation should be consulted on the most appropriate cross-section.

- **Coley Store Road (SR 1211)**, from NC 24-27 to south of Oscar Road (SR 1275)
- **Elm Street (SR 1137)**, from NC 200 to Big Lick Road
- **Loves Mill Road (SR 1001)**, from south of Talley Road (SR 1149) to NC 200
- **Bethel Church Road (SR 1200)**, from NC 200 to NC 24-27
- **Meadow Creek Church Road (SR 1200)**, from NC 200 to NC 24-27
- **West Stanly Street (SR 1144)**, from Renee Ford Road (SR 1140) to NC 200
- **Big Lick Road (SR)**, from NC 200 to Island Creek
- **Renee Ford Road (SR 1140)**, from NC 24-27 to south of Polk Ford Road (SR 1147)
- **Nance Road (SR 1143)**, from Pine Bluff Road (SR 1146) to Renee Ford Rd (SR 1140)
- **River Road (SR 1145)**, from US 601 to Loves Chapel Road (SR 1001)
- **Pine Bluff Road (SR 1146)**, NC 24-27 to River Road (SR 1145)

Sight Distance Recommendations

Improvements are recommended at the following intersections to provide better sight distance.

- Loves Chapel Road (SR 1001) and NC 200
- Coley Store Road (SR 1211) and Bethel Church Road (SR 1200)
- Browns Hill Road (SR 1142) and NC 24-27
- Harvell Road (SR 1125) and NC 200
- Charlotte Street and NC 200

Local Recommendations

The following improvements are recommended for local roads to improve traffic flow and provide connectivity to other local roads.

- **Deerwood Drive** extension from Deerwood Drive to Sunset Lake Road
- **Montclair Drive** extension from Montclair Drive to Market Street
- **Lions Club Road** extension to Park Drive
- **Park Drive** extension to Lions Club Drive
- **New location** from Coley Store Road (SR 1211) to Park Drive
- **Park Avenue** extension from Park Avenue to Vella Drive
- **Columbus Street** extension from Columbus Street to Vella Drive



Public Transportation and Rail Map

The Public Transportation and Rail Element of the transportation plan is an innovative way to consider other modes of transportation and give the public other options of traveling from one place to another. Today, the emphasis is on obtaining a balance between a walking society and a riding society. The public transportation and rail plan for the planning area is presented on **Sheet 3 of Figure 1**. See **Appendix B** for a more detailed description of each category and **Appendix C** for the public transportation and rail inventory.

Public Transportation Recommendations

Public transportation is evident throughout Stanly County. There are several public transportation services within the county including vanpool and general public service. Within the planning area, transportation services for the elderly are offered to Locust and Stanfield by the Senior Services Monday through Wednesday. General public passengers are encouraged to ride on these days as well. Early morning and late afternoon trips are also available daily to these areas. Public trips, Medicaid trips, and trips through the Elderly and Disabled Transportation Assistance Program (EDTAP) are provided to people traveling between the planning area and Albemarle. Any future public transportation endeavors should be coordinated with the Locust and Stanfield planners, Oakboro, Red Cross, and the Stanly County Transit Director. Vanpools should be coordinated between the planning area and the Charlotte Area Transit System (CATS).

The process of determining and evaluating recommendations for the public transportation element of the transportation plan involves many considerations including the goals and objectives of the area, existing properties, environmental impacts, and existing and anticipated land development. Consideration of these factors led to the cooperative development of several recommended improvements. The purpose and need for each recommendation is given below.

Park and Ride Lot

- **Summary of Need**

A park and ride lot will relieve the growing congestion along the existing routes in Locust and Stanfield. The proposed location of the park and ride lot is on the northern side of NC 24-27 between Browns Hill Road (SR 1142) and Meadow Creek Church Road (SR 1200).

- **Summary of Purpose**

The primary purpose of this recommendation is to promote carpools, vanpools, bicycling, and walking within this area that provides relief from future congestion on NC 24-27.

- **Roadway Conditions**

 - Projected Conditions**

Based on the 2000 census, there were about 3,500 people commuting from Stanly County to Cabarrus County and about 3,000 people



commuting from Stanly County to Mecklenburg County. Growth in the area is expected to increase through the year 2030, resulting in increased travel between the planning area and neighboring cities. This facility will allow people to bicycle or walk to the park and ride lot from their homes to commute to work by way of a carpool, decreasing the vehicular traffic on Meadow Creek Church Road.

- **System Linkages**

This park and ride lot will connect riders/drivers with common commuter patterns between the planning area and Albemarle and Charlotte.

- **Social, Economic, and Environmental Conditions**

Demographics

Based on 2000 US Census data, the minority population around the park and ride lot is similar to the county average.

Economic Data

Future economic growth in the area will result in residential growth. In addition, a golf course is currently being planned for construction along Reed Mine Trail and a hospital is currently being planned for construction along NC 24-27.

Environmental

There is one wetland found on the National Wetland Inventory in the vicinity of the proposed park and ride lot. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for the proposed improvements is based on landscaping, lighting, extending the roadway, widening the existing facility to NCDOT standards, widening the existing bridges, mitigating for possible wetland impacts, ROW costs, and utility relocation costs. The cost estimate for this recommended facility is \$150,000.

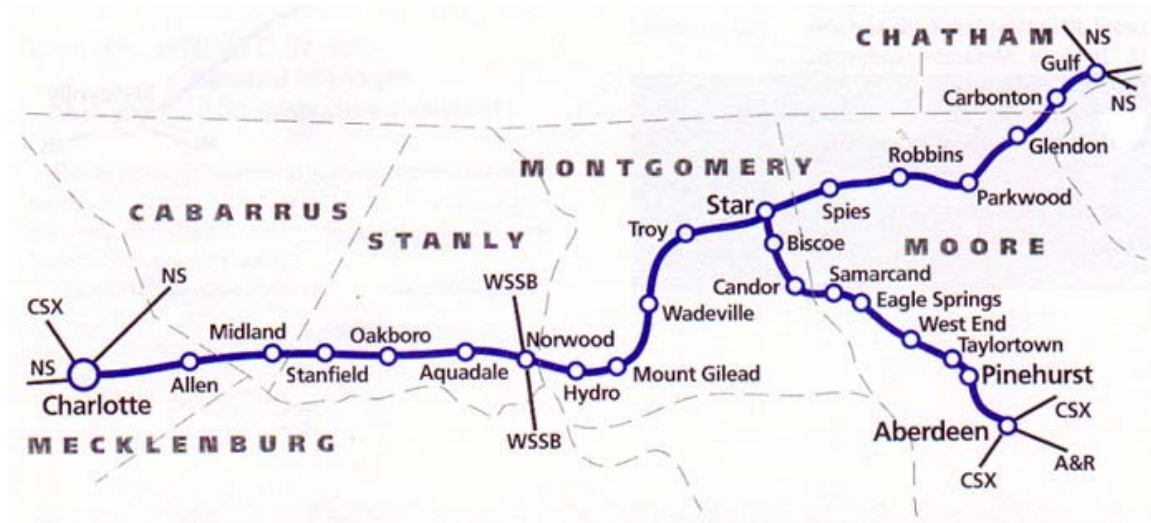
Rail Recommendations

Railroads were the backbone of the transportation system in the United States in the early 1800s. In the 1920s, society moved toward the automobile as their primary source of transportation. Today, there is more of an interest in utilizing the railroad as an alternative mode of transportation for commuting to work and to facilitate the movement of freight.

The planning area currently has an active rail freight corridor. The Aberdeen Carolina and Western Railroad (ACWR) owns 160 miles of track running from Charlotte (Mecklenburg County) through Midland (Cabarrus County) and Stanfield (Stanly County) to Star (Montgomery County) and continuing northwest and southwest from Star as seen in **Figure 4**. Banks Lumber in Stanfield uses

this railroad to transport lumber to various locations. A rail inventory can be found in **Appendix C**.

Figure 4



Map from the Aberdeen Carolina and Western Railroad web site

The NCDOT Rail Division completed a study documenting potential NC Commuter Rail Corridors in January 1999. This study included a corridor from Charlotte to Albemarle that would have passed by Stanfield. This corridor was eliminated for further consideration once discussions began about providing improved passenger service from Charlotte to Raleigh. According to CATS planners, the ACWR line was studied, but determined to not have enough commuter ridership within the Charlotte area prior to the year 2025.



Bicycle Map

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their chosen destinations with reasonable access to roadways. Information on events, funding, maps, policies, projects, and processes dealing with these modes of transportation is available by contacting the NCDOT Division of Bicycle and Pedestrian Transportation.

The recommended bicycle element on the Comprehensive Transportation Plan for the planning area is presented in **Sheet 4 of Figure 1**. This plan includes on-road and off-road facilities. See **Appendix B** for a more detailed description of each of these two categories and **Appendix C** for the bicycle facilities inventory.

The process of determining and evaluating recommendations for the bicycle element of the comprehensive transportation plan involves many considerations including the goals and objectives of the area, existing properties, environmental impacts, and existing and anticipated land development. The latest safety data collected during the years from 1997 to 2001 showed that there were a total of 30 bicycle crashes in Stanly County. Twenty-one of these crashes occurred in an urban area and nine crashes occurred in a rural area. Consideration of these factors led to the cooperative development of several recommended improvements. The purpose and need for each recommendation is given below.

Meadow Creek Church/ Bethel Church Road (SR 1200)

- **Summary of Need**

Meadow Creek Church/Bethel Church Road is an on-road bicycle facility and a minor thoroughfare roadway in the Comprehensive Transportation Plan. In order to facilitate use by both automobiles and bicycles, the roadway cross-section should include a wide shoulder.

- **Summary of Purpose**

The primary purpose of this recommendation is to provide a safer facility for cyclists in conjunction with the proposed highway improvements for Meadow Creek Church/Bethel Church Road (SR 1200).

- **System Linkages**

- **Existing Bicycle Networks**

- Meadow Creek Church/Bethel Church Road is a designated bicycle route on the Stanly County Bicycle Map. The route connects Locust with Mission and connects two other designated bicycle facilities in Stanly County.

- **Social, Economic, and Environmental Conditions Networks**

- **Demographics**

- Based on 2000 US Census data, the minority population along Meadow Creek Church/Bethel Church Road is similar to the county average.



Economic

Future economic growth in the area will result in residential growth. In addition, a school is currently being planned near the intersection of NC 200 and Meadow Creek Church Road.

Environmental

There is one wetland found on the National Wetland Inventory in the vicinity of the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on widening the existing roadway to NCDOT standards, adding an additional four foot shoulder for bicyclists, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$11,086,000.

Renee Ford Road (SR 1140)

- **Summary of Need**

Renee Ford Road is an on-road bicycle facility and a minor thoroughfare roadway in the Comprehensive Transportation Plan. In order to facilitate use by both automobiles and bicycles, the roadway cross-section should include a wide shoulder.

- **Summary of Purpose**

The primary purpose of this recommendation is to provide a safer facility for cyclists in conjunction with the proposed highway improvements for Renee Ford Road (SR 1140).

- **System Linkages**

- Existing Bicycle Networks**

- Renee Ford Road is a designated bicycle route on the Stanly County Bicycle Map. This route connects Locust to Stanfield and connects two other designated bicycle facilities.

- **Social, Economic, and Environmental Conditions Networks**

- Demographics**

- Based on 2000 US Census data, the minority population is similar to the county average and is three times the county average around Nance Road.

Economic

Future economic growth in the area will result in residential growth.

Environmental

There is one wetland found on the National Wetland Inventory in the vicinity of the proposed improvements. There are no other known environmental impacts to threaten and endangered species, historic sites,



archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on widening the existing roadway to NCDOT standards, adding an additional four foot shoulder for bicyclists, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$5,327,000.

West Stanly Street (SR 1144) and Big Lick Road (SR 1130)

- **Summary of Need**

West Stanly Street and Big Lick Road is an on-road bicycle facility and a minor thoroughfare roadway on the Comprehensive Transportation Plan. In order to facilitate use by both automobiles and bicycles, the roadway cross-section should include a wide shoulder.

- **Summary of Purpose**

The primary purpose of this recommendation is to provide a safer facility for cyclists in conjunction with the proposed highway improvements for West Stanly Street (SR 1144) and Big Lick Road (SR 1130).

- **System Linkages**

Existing Bicycle Networks

This is a designated bicycle route on the Stanly County Bicycle Map. The route connects Stanfield to Oakboro and connects other designated bicycle facilities.

- **Social, Economic, and Environmental Conditions Networks**

Demographics

Based on 2000 U.S. Census data, the minority population around this facility varies from the county average to two times the county average.

Economic

Future economic growth in the area will result in residential growth.

Environmental

There are several wetlands found on the National Wetland Inventory that will be impacted by the proposed improvements. There are no other known environmental impacts in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on widening the existing roadway to NCDOT standards, adding an additional four foot shoulder for bicyclists, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$4,099,000.



Easement Facility

- **Summary of Need**

The easement facility will connect neighborhoods and will allow non-highway users to travel from one location to another location.

- **Summary of Purpose**

The primary purpose of this recommendation is to allow cyclists to travel off of the roadways and provide access to several roadways including Pineridge Street, NC 24-27, Meadow Creek Church Road (SR 1200), and Smith Street.

- **System Linkages**

- **Existing Bicycle Networks**

- This off-road facility will connect to the existing Meadow Creek Church Road (SR 1200) bicycle facility.

- **Social, Economic, and Environmental Conditions Networks**

- **Demographics**

- Based on 2000 U.S. Census data, the minority population is similar to the county average.

- **Economic**

- Future economic growth in the area will result in residential growth.

- **Environmental**

- There are several wetlands found on the National Wetland Inventory in the vicinity of the proposed off-road facility. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on a multi-use path, bridges, ROW costs, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$600,000.

Park and Ride Path

- **Summary of Need**

An off-road bicycle facility between the proposed park and ride lot and Meadow Creek Church Road (SR 1200) will provide an alternate means of accessing the park and ride facility, relieving congestion along the existing routes in Locust and Stanfield.

- **Summary of Purpose**

The primary purpose of this recommendation is to promote carpools, vanpools, bicycling, and walking within this area that provides relief from future congestion on NC 24-27.

- **System Linkages**

This facility will connect Meadow Creek Church Road (SR 1200) to the park and ride lot. This off-road facility will connect to other proposed off-road bicycle facilities.



- **Social, Economic, and Environmental Conditions Networks**

- **Demographics**

- Based on 2000 US Census data, the minority population around the park and ride path is similar to the county average.

- **Economic Data**

- Future economic growth in the area will result in residential growth. In addition, a golf course is currently being planned for construction along Reed Mine Trail extension and a hospital is currently being planned along NC 24-27.

- **Environmental**

- There is one wetland found on the National Wetland Inventory in the vicinity of the proposed facility. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

- The cost estimate for this recommendation is based on multi-use path, bridges, ROW costs, and mitigating for possible environmental impacts to wetlands. The cost estimate for this recommended facility is \$181,000.

Simpson Road Facility

- **Summary of Need**

- The Simpson Road facility will connect neighborhoods and will allow non-highway users to travel from one location to another location while traveling from Locust to Stanfield.

- **Summary of Purpose**

- The primary purpose of this recommendation is to provide cyclists another entrance into Stanfield from Locust while connecting Church Street, Simpson Road, and Willow Creek Road.

- **System Linkages**

- **Existing Bicycle Networks**

- This off-road facility will connect to other proposed off-road bicycle facilities.

- **Social, Economic, and Environmental Conditions Networks**

- **Demographics**

- Based on 2000 US Census data, the minority population is similar to the county average.

- **Economic**

- Future economic growth in the area will result in residential growth.

- **Environmental**

- There is one wetland found on the National Wetland Inventory in the vicinity of the proposed facility. There are no other known environmental



impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on constructing a multi-use path, bridges, ROW costs, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$396,000.

Rock Hole Creek Path

- **Summary of Need**

Rock Hole Creek Path is an off-road bicycle facility that will allow non-highway users to travel from one location to another location while giving them access to the elementary school and the public park. It will allow cyclists to travel to Loves Chapel Road (SR 1001), East Prong Rock Hole Creek, Polk Ford Road (SR 1147) and Polk Ford Road (SR 1147) safely.

- **Summary of Purpose**

The primary purpose of this recommendation is to provide a safer facility for cyclists to travel to public areas without using the roadway.

- **System Linkages**

Existing Bicycle Networks

Rock Hole Creek Path will be a link to the designated pedestrian walkway located on Loves Chapel Road (SR 1001). This facility will also connect residential areas to the elementary school and the public park. There should be coordination with Stanfield Elementary School and a representative of the public park when determining the best location for the path.

- **Social, Economic, and Environmental Conditions Networks**

Demographics

Based on 2000 US Census data, the minority population around this facility varies from the county average to two times the county average.

Economic

Future economic growth in the area will result in residential growth.

Environmental

There are several wetlands found on the National Wetland Inventory and a public park in the vicinity of the proposed facility. There are no other known environmental impacts to threaten and endangered species, historic sites, archeological sites or educational facilities in the vicinity of the proposed improvements.

- **Cost Estimates**

The cost estimate for this recommendation is based on constructing a multi-use path, bridges, ROW costs, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is \$19,589,000. This will vary depending on the exact location of the path. This cost includes several stream crossings, which could be avoided depending on the route.

